

R. F. TAYLOR,
Scribbler.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 1925. 日四廿月七年七十二緒光

FRIDAY, SEPTEMBER 6, 1901.

五拜禮 號六月九英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,310,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN. NEWCHANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG BRANCH.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

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" " " 1/4722366482869645213696 " "

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" " " 1/4835703278458516698824704 " "

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" " " 1/19342813113834066795298816 " "

" " " 1/38685626227668133590597632 " "

" " " 1/77371252455336267181195264 " "

" " " 1/154742504910672534362390528 " "

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" " " 1/618970019642690137449562112 " "

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$13,750,000
STERLING RESERVE.....\$10,000,000
SILVER RESERVE.....\$3,750,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
Hon. J. J. BELL-IRVING, Deputy Chairman.

A. Haupt, Esq.

D. M. Moses, Esq.

A. J. Raymond, Esq.

R. L. Richardson, Esq.

H. Schubart, Esq.

Chief Manager:
Hongkong—Sir THOMAS JACKSON.

Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per Cent. per Annum.

For 6 months, 3 1/2 per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

T. JACKSON, Chief Manager.

Hongkong, 17th August, 1901.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager.

Hongkong, 4th October, 1900.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....\$1,000,000

Paid up Capital.....\$324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—

Chan Kit Shan, Esq.

C. Ewens, Esq.

Chow Tung Shang, Esq.

J. T. Lau, Esq.

Chief Manager, GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed.....5 %

Hongkong, 20th December, 1899.

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL.....Sh. Tals 5,000,000

HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS:—BERLIN.

BRANCHES:—

Berlin Calcutta Hankow

Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:—

Messrs. N. M. Rothschild & Sons,

UNION BANK OF LONDON, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

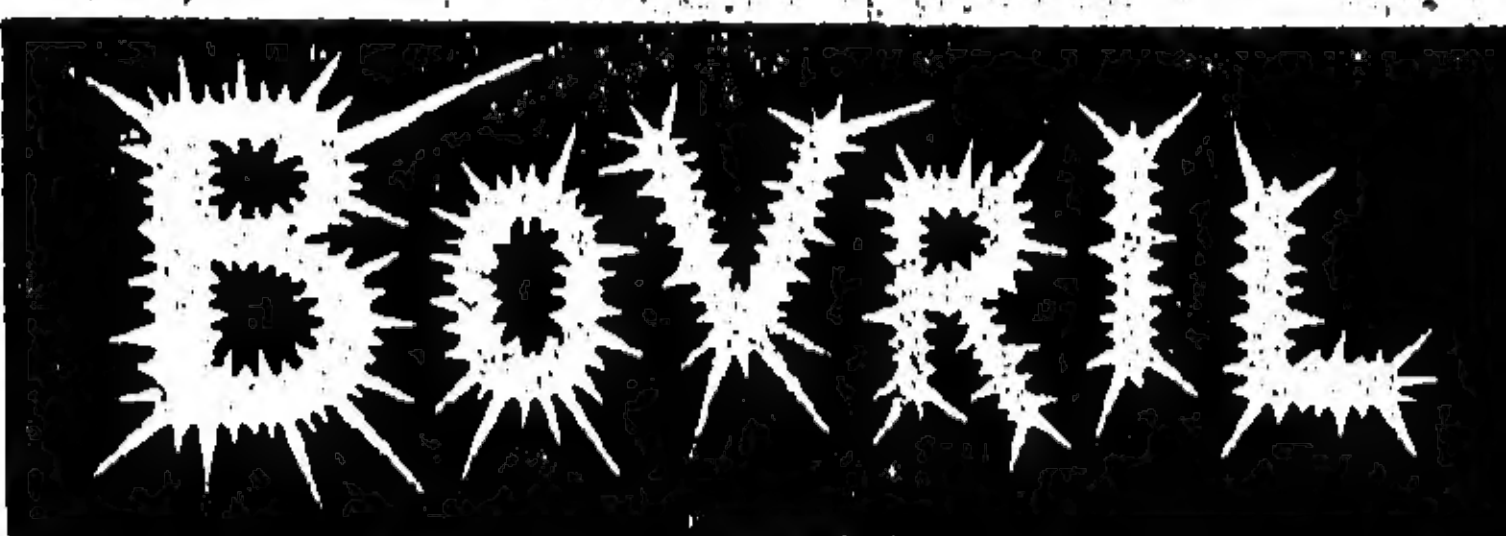
Banking and Exchange business transacted.

E. F. GROS, Acting Manager.

Hongkong, 29th August, 1901.

Intimations.

Bovril Promotes Energy and takes away that tired feeling which life in the East produces. Unrivalled for Athletes and persons of either sex cultivating physical strength. To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and Japan. [287c]



BOVRIL PROMOTES HEALTH, STRENGTH AND ENERGY.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE

UNITED ASBESTOS CO., LD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS AND PACKINGS, of all kinds.

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT.....THOMAS SKINNER.

SUPERINTENDENT.....ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

W. BREWER & Co.

NEW STOCK.

EXCELSIOR PRINTING OUTFIT \$1.00.

SANDOW'S DEVELOPERS, BRANDAUER'S and other PENS, KROPP RAZORS, DESPATCH BOXES, CASH BOXES, MANILA CIGARS, INDIAN CIGARS, CRICKET BALLS, FOOT BALLS, &c., &c. [689c]

Hongkong, 4th September, 1901.

EGYPTIAN CIGARETTES, TENNIS RACKETS, TENNIS BALLS, CRICKET BATS, CRICKET BALLS, FOOT BALLS, &c., &c. [689c]

Hongkong, 4th September, 1901.

HONGKONG.

Direct from and bottled by DEINHARD & Co., Coblenz.

OPPENHEIMER, LAUBENHEIM, NIERSTEIN, GRAACHER SUPERIOR, BODENTHAL, HOCHHEIMER, STEINDEIN (Bock Bottle), SPARKLING MOSELE, SPARKLING HOCK, LIEBFRAUMILCH.

SOLE AGENTS: CALDBECK, MACGREGOR & Co., WINE AND SPIRIT MERCHANTS, 15, Queen's Road.

Hongkong, 5th September, 1901.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (OR MITSUI & CO.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.

LONDON OFFICE:—34, LIME STREET, E.C.

HONGKONG OFFICE:—5, ICE HOUSE STREET.

BRANCH OFFICES:—

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.U. and A.L. Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Arsenal and Railway Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines.

SOLE AGENTS for Fukuro, Hokoku, Ichimura, Kanada, Kishima, Mannoura, Onoura, Otsuji, Tohmiyama, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coal Mines.

N. INUZUKA, Manager.

Hongkong, 1st August, 1901.

THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER, SODA WATER, LEMONADE, GINGER ALE, SASSAPARILLA, RASPBERRYADE, TONIC WATER, LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large Consumers.

755c

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS

MARSEILLES} Banca.....E. P. Martin, R.N.R. 10 a.m. 7th Sept. Freight only.

and LONDON} Canton}...C.F. Lockstone, R.N.R. About 9th Sept. Freight or Passage.

YOKOHAMA} Palawan}...J. Chellow, R.N.R. About 13th Sept. Freight or Passage.

SHANGHAI} Parramatta}...R.T. Cook, R.N.R. Noon, 14th Sept. Freight or Passage.

LONDON, &c.} (See Special Advertisement) (Passing through the Inland Sea)

† Via SHANGHAI, MOJI and KOBE.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 3rd September, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

PRINZ HEINRICH.....THURSDAY, 19th September.

PREUSSEN.....WEDNESDAY, 20th October.

HAMBURG, Hamburg-Amerika Linie.....WEDNESDAY, 16th October.

SACHSEN.....WEDNESDAY, 30th October.

KIAUTSCHOU, Hamburg-Amerika Linie.....WEDNESDAY, 13th November.

DAVERN.....WEDNESDAY, 27th November.

STUTTGART.....WEDNESDAY, 11th December.

KONIG ALBERT.....WEDNESDAY, 25th December.

Intimations.

WHAT TO DRINK!
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS
AND
CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS
AND
SHERRY.

Before Dinner.

THE SAME.

At other times and at all times
Champagne Bitters and Whiskey is
good.Stick to this advice and you'll
never know you have a liver.WATKINS
LIMITED.Chemists and Aerated Water
Manufacturers.

Hongkong, 13th August, 1901.

Co-day's
Advertisements.

WANTED.

TWO WRITERS are required at once
in the Office of the NAVAL STORE
OFFICER, NAVAL YARD, to whom personal
Application should be made between the hours
of 10 A.M. and 4 P.M.
Candidates are requested to bring Testimo-
nials with them.
Hongkong, 6th September, 1901. [979c]DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, TAKAO AND TAMSUI.
The Company's Steamship

"HAICHING."

Captain Davis, will be despatched for the
above Ports, on SUNDAY, the 8th instant, at
Daylight.For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.

Hongkong, 6th September, 1901. [978c]

"REN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE."

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence and/or from the wharves
delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 13th instant, will be subject
to rent.All Claims against the Steamer must be
presented to the Undersigned on or before the 30th
instant, or they will not be recognized.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 13th August, at 11 A.M.
No Fire Insurance has been effected.Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 6th September, 1901. [981c]

Co-day's
Advertisements.HONGKONG RIFLE ASSOCIATION.
LONG RANGE CUP AND SPOONS.THERE will be a COMPETITION, as
above TO-MORROW, the 7th instant,
commencing at 2.45 P.M.
RANGES.—700 and 800 yards.
Ten Shots and a Sighter at each Range.
ALEX. MACKENZIE,
Hon. Secretary.
Hongkong, 6th September, 1901. [145]

WANTED.

A CHINESE or PORTUGUESE at once,
as an ASSISTANT BOOKKEEPER.
Salary \$35 to \$40
Apply personally to—
H. RUTTONJEE,
Hongkong, 6th September, 1901. [980c]NAVIGAZIONE GENERALE ITALIANA,
(Florida and Rubattino United Companies).STEAM FOR
BOMBAY VIA SINGAPORE AND
PENANG.Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN, and
GENOA.VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS up
to CALLAO.Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE, AL-
MERIA and MALAGA.

The Steamship

"BISAGNO,"
Captain Brusca, will be despatched as above
WEDNESDAY, the 11th instant, at Noon.At BOMHAY, the Steamer is discharging in
VICTORIA DOCK.For further Particulars regarding Freight
and Passage, apply toCARLOWITZ & Co.,
Agents.

Hongkong, 6th September, 1901. [982c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.

FROM ANTWERP, LONDON, PORT SAID,
SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary, before
2 P.M., TO-DAY.Goods not cleared by the 12th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognized.H. A. RITCHIE,
Superintendent.

Hongkong, 6th September, 1901. [146]

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

Per Case 12 dozen.

A.—SUPERIOR PALE DRY,
Dinner wine, Green Seal Cap-
sule - - - - - \$10.80C.—MANZANILLA, PALE
NATURAL SHERRY, White
Capsule - - - - - 12.00CC.—SUPERIOR OLD PALE
DRY, NATURAL SHERRY, Red
Seal Capsule - - - - - 12.00D.—VERY SUPERIOR OLD
PALE DRY, choice old wine,
White Seal Capsule - - - - - 14.40E.—EXTRA SUPERIOR OLD
PALE DRY, very finest quality,
Black Seal Capsule (Old
Bottled) - - - - - 20.40In addition to wines of our own
bottling, the following brands, bot-
tled in Europe, have been specially
selected, and procured from the cele-
brated firm of Messrs. GEO. G.
SANDEMAN, SONS & Co., of Lon-
don and Oporto, for whom we have
been appointed Sole Agents.A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY.

Per Case 12 dozen.

LIGHT DRY - - - - - 27.00

SOLERA - - - - - 25.00

VERY PALE DRY - - - - - 25.00

FULL GOLDEN - - - - - 30.00

PALE DRY NUTTY - - - - - 32.00

FINE OLD BROWN - - - - - 42.00

A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY.

Per Case 12 dozen.

LIGHT DRY - - - - - 27.00

SOLERA - - - - - 25.00

VERY PALE DRY - - - - - 25.00

FULL GOLDEN - - - - - 30.00

PALE DRY NUTTY - - - - - 32.00

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FULL GOLDEN - - - - - 30.00

PALE DRY NUTTY - - - - - 32.00

FINE OLD BROWN - - - - - 42.00

A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 6, 1901.

NOTES AND COMMENTS.

Brutality.

The Boers appear to be bent upon forcing
us into a war, not of conquest but of ex-
termination. If they carry out the threat
reported by Reuter and, after the fifteenth
instant shoot all Colonials captured in arms,
we do not see that any other alternative will
remain but for our own troops to follow suit
and take no prisoners. If matters should
come to such a pass, we do not fancy that
the war will last much longer. The Boers
could not afford to lose their men in this
way, for they have no reserves to draw upon,
and it would be simply a question of
numbers. Those who could put the most
men into the field would be bound to win
in the end, and there is no doubt that we
could keep the game up longer than the
Boers. We fancy however, that this will
prove to be but an idle boast of KRITZINGER
or some other bloodthirsty and wrong headed
Boer leader. Were such a threat put into
effect it would mean that every man engaged
had either to fight or die, and we have seen
that the Boers on several occasions have
had no relish for death at the hands of the
British, but have either surrendered or fled.
If KRITZINGER, or any other leader puts this
threat into practice we earnestly trust that
they will be the first to suffer by the
retaliatory measures that our own troops
would thereby be forced into adopting. If
people fight like brute beasts they cannot
expect to have any consideration whatever
shown to them, but must be content to be
destroyed like vermin wherever they are met
with.

The Sanitary Board.

The speech of Dr. ATKINSON at yesterday's
meeting of the Sanitary Board shows that he
has returned to the Colony with the avowed
intention of leaving no stone unturned to
put an end to our yearly visitation of plague.
We hope that the other members of the
Board will allow all petty jealousies and
little differences of opinion, that in times past
have caused a want of unanimity, to be laid
aside and will support their President heart
and soul. Dr. ATKINSON, it must be re-
membered, is a thoroughly trained scientific
man and has had a wide experience of
plague; he is also—in favour of—strong
measures being adopted and we have already
seen what a failure half measures have
proved. If the other members will only
make up their minds to stand by him in
the fight, we really think that some-
thing useful may be accomplished, for it
is hardly to be imagined that the Govern-
ment would attempt to put obstruc-
tions in the way of a thoroughly unanimous
Board.To the Government we would say, let the
Board have a free hand for a year and see
what can be done. It has already been
demonstrated that no good comes of the
dilly dallying which has gone on for so
many years, the obstruction put in the way
of sensible propositions and the delays oc-
casioned by too much red tape. Let the
Board adopt really strong measures and let
it see that those measures are carried out
without interference from anyone, and it
may have a chance of doing some good.
There must of necessity be some discontent
caused and expense must be incurred, but
if the prosperity of the Colony is to be con-
sidered, it is no use to grumble, at the ex-
penditure of a few thousands of dollars or at
inconvenience caused to a section or sections
of the community. It is far better that
some should suffer than that all should be
ruined by the obstinacy and the pig-
headedness of the few. We wish Dr.
ATKINSON every success in the great task
which he is about to undertake.

The Chinese Apology.

Looked at from a common sense point of
view, an apology from the Emperor of China
for the murder of Baron VON KETTLER does
not seem to be exactly what was required.
So far as we know at present, the Emperor
has not the least bit of power in his own
dominions, but is under the thumb of his
aunt the Empress Dowager, who is in fact,
if not in title, the real ruler of China at
the present time. Under these circumstances
it looks very much as though the apology had
been made by the wrong person, for it was
the person in power that was responsible for
the lives of the foreign Ambassadors, and
that person was certainly not the unfortunate
Emperor KWANG HSU. It would be inter-
esting if one could know the real view of
affairs taken at Hsian just now with regard
to this apology. If, as is believed, the Em-
peror is not in power, then a letter of regret
from him would not be worth the paper it
was written upon and would be much in the
nature of an apology from the exiled CHARLES
the Second for the acts of OLIVER
CROMWELL.

The Arrest of Krause.

The arrest of KRAUSE, the ex-governor
of Johannesburg, on a charge of supplying
information to the enemy will have, we
imagine, caused a profound sensation at
home. We have had too much of this
running with the hare and hunting with
the hounds of late, and it is to be hoped
that in the event of his guilt being proved,
no foolish sentiment will be allowed to
stand in the way of his suffering the full
penalty of his crime. It has become only
too patent of late that the Boers look upon
us in the light of good natured fools who
will accept any promise and are too blind
to see that it is broken so soon as our backs
happen to be turned. The execution of
a few of these men of KRAUSE's kidney
who have taken the oath of allegiance
and broken it, would not only show that
we are not to be trifled with, but would,
we fancy, cause Mr. STEAD and other
traitorous pro-Boers to be a little more
circumspect in their actions. It is a great
pity that STEAD and a few more of the
miserable following cannot be made to standCOTTAM & Co.'s LATEST SHAPES IN
LINEN COLLARS.COTTAM & Co. for the K. WALKING and
SHOOTING BOOTS.COTTAM & Co. for ANDERSON'S RAIN-
COATS and MULDARS.their trial together with KRAUSE. They are,
if anything, more contemptible than he.
That we are growing too wildly tolerant is
demonstrated by the fact that the words
"Confound their politics, frustrate their
knavish tricks," have been dropped from
our National Anthem. Too great a con-
sideration for one's enemies is a mistaken
policy, for human nature is no nearer the
ideal than it was a hundred years ago.

REUTER'S TELEGRAMS.

BOERS ORDER THE SHOOTING
OF COLONIALS AFTER
SEPTEMBER 15TH.LONDON, September 4th.
The Boer leaders in Cape Colony have
ordered that all Colonials captured in arms,
after the 15th September, be shot.GERMANY AND PRINCE
CHUN'S MISSION.A semi-official statement explains that it
would be impossible for Germany to insist
upon China begging forgiveness, as by so
doing it would imply that the Chinese Gov-
ernment had abetted the murder of the Ger-
man Minister, Baron von Ketteler.

LATER.

THE ARREST OF KRAUSE.

The indictment against Krause, arrested
in London on a charge of high treason, is
en route to England.Nobody is aware of the exact nature of
the charge.The mails of certain suspects have been
stopped, and important correspondence
seized.THE GERMAN EMPEROR
RECEIVES PRINCE CHUN.Prince Chun was received by the German
Emperor, who remained seated on his throne.
His Majesty beckoned Prince Chun to ap-
proach, and the latter, bowing thrice, then
handed to His Majesty a letter of regrets
from the Emperor of China. The Kaiser,
in a stern speech, replied that he was will-
ing to admit that the Emperor of China held
aloof from the crimes that had been com-
mitted, but the guilt of his advisers was all
the greater. He warned Prince Chun that
the Chinese Government could not obtain
pardon by a mere expiatory mission, but by
its future attitude and conformity with the
prescriptions of international law and civiliza-
tion.Prince Chun on retiring from the imperial
presence again bowed thrice.

LOCAL AND GENERAL.

H.M.S. /S/S went into dock this afternoon.

THE KING AND QUEEN will probably
spend a month in Ireland in the spring.ACYTELENE GAS LIGHTS have become
very popular amongst the Chinese in Perak.THE INTERNATIONAL Telegraph Con-
ference, postponed from last May, opens in
London on the 10th February.THE CUNARD STEAMSHIP CO. proposed
to build an Atlantic liner with a speed of 25
knots. Tenders have been called for.BIG GUN MOUNTINGS were being dis-
charged from the P. & O. steamer Canton to-
day, she having gone under the sheer-legs at
Kowloon for that purpose.MESSRS. POWELL & CO., LIMITED, re-
port an A turnover now going on at their great
sale. Next Wednesday and Thursday, if any-
thing is left, it will be marked down to half the
present sale price. This is a chance for cheap
buying that will not occur again for some
years.AT THE INQUEST held on the body of the
second officer of the Benmore at Singapore, on
the 30th ult., after lengthy evidence had been
heard, the jury returned a verdict of culpable
homicide not amounting to murder, as the
accused had committed the deed under great
provocation.THE BOOKING for Messrs. McAuliffe and
Slavin's great exhibition is very satisfactory
we learn, and both contestants are getting into
the pink of condition. Any one unable to get
to the Robinson Piano Co., before closing
time can secure tickets from either of the prin-
cipals or from Mr. Ruste Fireline.MR. CHAMBERLAIN, in replying to a
deununciation by Sir William Harcourt regard-
ing the employment of Native troops, said he
hoped the Indian troops would not be described
as savages, as they had proved themselves to be
not the least civilised of the troops engaged in
China. Well done Chamberlain!ALTHOUGH the P.W.D. folk have cleared
up Garden Road, Kowloon, Chater Road, which
is used by large numbers of persons daily, is
still left in a shocking condition. Not only is
the road cut up into ruts and furrows in all
directions, but it is reduced to half its proper
width by piles of building material placed
along the sides.BY KIND PERMISSION of Lieut. Col.
Baillie and Officers the Band of the 22nd Bom-
bay Infantry will play at the Hongkong Hotel
to-morrow (Saturday) evening, from 8 p.m. to
9.30 p.m.

PROGRAMME.

1. March "A. Franzen" Coste.
2. Overture "Light Cavalry" Suppe.
3. Valse "The Officers" Coste.
4. Selection "The Belle of New York" Kerker.
5. Born Dance "The Boston Belle" Godfrey.
6. Polka "See Me Dance" Godfrey.
7. "God save the King."COTTAM & Co. for the K. WALKING and
SHOOTING BOOTS.COTTAM & Co. for ANDERSON'S RAIN-
COATS and MULDARS.COTTAM & Co. for ANDERSON'S RAIN-
COATS and MULDARS.THE DUTY ON TIN collected by the Selangor
Government from January to July amounted to
\$1,614,648, which shows an excess over the
estimated amount of \$447,980.LORD CHARLES HERESFORD will in the
ordinary course return to England in February
next on being relieved of his duties as second-
in-command of the Mediterranean squadron.A RE-SURVEY of the bar of the Menam
River at Bangkok has been taken in hand.
This survey, which will take two months time,
should prove of great benefit to the mercantile
interests of Bangkok.THE HON'BLE J. BURKINSHAW and the
Hon'ble Dr. Lim Boon Keng have been re-
appointed to be unofficial members of the Leg-
islative Council of the Straits Settlements for a
further period of three years.A REUTER message to the Bangkok press
says that the Crown Prince of Germany has
arrived in England. It is stated that his visit
is not unconnected with a desire to marry one
of the daughters of the Duke of Connaught.MR. AND MRS. CHOW THYE of Selangor,
who recently went to Europe, have just re-
turned by the German mail. Mr. Chow Thye
has dispensed with his queue and makes the
eighth Chinaman in Selangor without a tow-
chang.THE DREDGER ST. ENOCH has been very
busy for some time past dredging between
Murray Pier and the new Naval Yard site.
The Canton River is still in dock and so far
there is no news as to when she will be fit for
work again.THE STENCH from the latrines of the Kow-
loon Godowns near Chater Road, Kowloon,
grows worse as time goes on. There must be
something radically wrong with the sanitary
arrangements. Other latrines are by no
means so offensive.THE SELANGOR STATE MUSEUM
was much enriched, last year, by finds in the
Singapore market, where, especially among
the discarded rubbish, a good many interesting
fishes and crustaceans, apparently mostly from
deeper water, were discovered.THE DUKE OF CORNWALL and York
was presented in Australia with a complete
set of unused Australian stamps, a collection
valued at £4,000. The Duke now possesses
one of the finest collections in the world, not
far short of £100,000 in value. The Cape Post
Office reprinted some rare issues, specially for
him.THE DANGER attending navigation in the
Red Sea, owing to the scarcity of lighthouses,
has once more been illustrated, on this occasion
in the loss of the Numidia, the latest addition
to the Anchor Line of steamships. The vessel
struck on the Two Brothers Islands, which,
although notoriously dangerous, are not pro-
vided with a lighthouse.THE SIAMESE GOVERNMENT recently
applied to the Japanese Navy Department, for
the construction of a warship for Siam. The
application was refused, as the regulations of
the Japanese Naval Shipbuilding Yards do not
allow them to build vessels except for the Gov-
ernment of Japan. The Siamese Government
is anxious to have a war-ship constructed
in Japan, as the cost of delivering the vessel
will not be so great as when built in Europe.THE MEMORIALS which have reached the
Government of India from various Indian
industries likely to be affected by the new
Chinese tariff were forwarded in good time to
the Home authorities for consideration, but no
official information has yet arrived regarding
how the fresh duties will operate in the case of
Indian produce. The industry most closely
concerned is cotton, for opium is provided for
under a special treaty which is unlikely to be
affected by the new duties.STRAITS PAPERS of the 31st ult. say:—A
Government Gazette Extraordinary, published
this morning, states that:—Information having
been received that a dangerous infectious or
contagious disease, namely, Cholera, exists at
Sourabaya, it is hereby declared by the Hon-
ourable the Deputy of the Officer Administering
the Government, in exercise of the powers conferred
by Rule 3 of the Regulations made by the
Governor in Council under "The Quarantine
and Prevention of Disease Ordinance XIX of
1886," that the port of Sourabaya is infected.H.M.S. ALBION was to be at Singapore till
Thursday the 5th September. There are still a
few residents here, says a Straits paper, who may
remember Captain W. W. Hewett as lieutenant-
on H.M.S. Imperieuse on her arrival at that
station as flag-ship in 1888. Lieut.-Com-
mander Watson of the Lizard was also an
officer of the Imperieuse in that Com-
mission. Capt. Hewett has an especial claim
to the regard of this Colony for it was he that in
1888 annexed Christmas Island to the "realm"
of the Straits Settlements, landing with a party
of marines and hoisting the flag just before the
Imperieuse reached Singapore.THE CRICKET FESTIVAL which has
been fixed to commence on November 11th
continuing till the 16th, promises to be the best
Hongkong has yet witnessed. Special arrange-
ments are under consideration for the comfort
of the public, a matter that in previous years
was rather overlooked. The Hongkong Team
will play the Shanghai, the Straits Settlements
the Hongkong, and the Shanghai the Straits
Settlements. If you come to work this out one
sees it might end all equal. However, if there
is a winning team that eleven is to play a com-
bined team from the two losing teams. There
will be the usual reception to visitors and friends
and the week will wind up with a banquet.COTTAM & Co. for the K. WALKING and
SHOOTING BOOTS.COTTAM & Co. for ANDERSON'S RAIN-
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COATS and MULDARS.

SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday afternoon; there were present:—Dr. Atkinson (Principal Civil Medical Officer), President, (Hon. W. Chatham Acting Director of Public Works) Vice-President, Dr. Clark (Medical Officer of Health), Mr. Lau Chu pak, and Mr. G. A. Woodcock, (Secretary.)

A letter from the Colonial Secretary notifying the appointment of Dr. Atkinson as President of the Board was laid on the table, also the appointment of Mr. G. A. Woodcock as Secretary.

The papers relating to the following matters were laid on the table, details of which were reported yesterday.

The Government's reply to the Board's recommendation re Sanitary improvements.

Reply to H.B.M. Consul at Foochow to the effect that, bubonic plague was no longer epidemic in Hongkong.

A letter of thanks from the Governor to the Board.

A letter from Mr. E. Osborne announcing his absence for three months.

The report of the Medical Officer of Health on the plague for the first half of the year, seconded by Mr. Chatham was adopted.

The President proposed that a special vote of thanks be accorded Inspector Riddle for his past services, also to Inspectors Rogers, C. W. Brett, Fincher, Knight and Police Inspector Robertson.

Mr. Chatham seconded and hoped the Government would be able to donate a sum in recognition of these Inspectors' endeavours.

The proposal was adopted.

The Government's approval of the erection of two public latrines was laid on the table.

The Sanitary Board Bye Laws were laid on the table.

Papers relating to back yards with the following minutes were laid on the table:

Dr. Clark moved:—"I have inspected these houses and find that they will be fairly sanitary when completed. In view of the circumstances of the case I think the Board should waive its right to compel the owner to alter the houses now, so as to meet the recent decision of the Hon. Attorney-General re Crown streets in the rear of private buildings not counting as 'open spaces in the rear, provided by the owner'."

The Acting Director of Public Works moved:—"The houses are certainly well situated as regards open space in the rear. I consider it absurd to require the provision of backyards in such cases. What I would like to see would be a restriction in the enormous height of the houses, fronting on such a narrow street. I am in favour of passing them."

Dr. Clark moved that the Board accept the buildings as they now stand, as complying with the Ordinance.

Mr. Chatham seconded, and the motion was carried.

Limewashing returns.

Analysis of samples of water.

The death rate in Macao.

The death rate for the Colony of Victoria.

Dr. Clark proposed that Inspector I. C. Cotton be authorised to prosecute under the provisions of the Public Health Ordinance.

Papers relative to securing more senior inspectors were tabled.

This concluded the business.

THE PLAGUE.

Number of cases reported (Chinese.....1,544 up till noon of the 5th September, 1901.....33 Europeans.....30)

Number of cases reported during the past 24 hours (Chinese.....1 Other Asiatics.....1 Europeans.....0)

Total number of cases reported to date 1,628

Number of deaths reported (Chinese.....510 up till noon of the 5th September, 1901.....11 Other Asiatics.....11 Europeans.....11)

Number of deaths reported during the past 24 hours (Chinese.....1 Other Asiatics.....0 Europeans.....0)

Total number of deaths recorded to date 1,557 Since noon on Saturday last the cases and deaths are:—

Cases Chinese.....6 " Other Asiatics.....0 " European.....0

Total.....6

Deaths Chinese.....6 " Other Asiatics.....0 " European.....0

Total.....6

The plague returned for last week were:— Cases.....3 Deaths.....3

NA TUNG'S MISSION TO JAPAN.

NO HITCH HERE.

The *China Gazette* of the 31st ult., says:—Na Tung, the Chinese Special Apologetic Envoy to Japan, where he is to express the Chinese Government's regrets for its crime of murdering Mr. Sugiyama, the young Japanese chancellor of the Peking Legation last June, left Shanghai to-day by the s.s. *Kobe Maru* with his suite. All the details of the procedure to be observed both by Na Tung and towards him in Japan were already arranged, and in marked contrast to the clumsy methods of German diplomacy, there is no hitch about Na Tung's mission to the Emperor of Japan. The local Chinese officials, as well as the Japanese Consul-General Mr. Odagiri, and many leading Japanese residents accompanied Na Tung on board to see him safely started on his journey.

COTTAM & CO. for SNOW'S and BUCKINGHAM and HECHT'S BOOTS and SHOES.

AT THE MAGISTRACY.

CARELESS.

Wm. Wade, P. C. No. 3 charged Lung San with having an unprotected fire on his junk while loaded with kerosene, and also neglecting to hoist a red flag. The defendant was fined \$15 for each offence or 6 weeks. He went to prison.

DISORDERLY.

Alvares M. Souza, clerk in the Naval Yard, was fined \$3 for being drunk and disorderly.

STEALING.

Mun Hoi was sent to goal for 14 days for stealing some sheets of lead from H.M. Torpedo Boat No. 5 at Kowloon Naval Yard.

ASSAULT AND DAMAGE.

Joan Gomez was charged with assaulting Ip Fan, a vehicle driver, and damaging his ricksha. He was fined \$3 and 50 cents for the damage done. Mr. Nolan interpreted.

AN ALLEGED FEROCIOUS DOG.

Shekio Apros of the Base Medical Store, Kowloon, charged Mr. J. Whalley, of Greencroft Villa, Tsini Sha Tsui, with allowing a ferocious dog to be at large. He said he was passing the house when a dog rushed out and bit him in the arm; the defendant stated his wife and sister were going out with the children; they heard barking and going out saw three dogs round the defendant. He had had the dog over to years and had never known it to bite anyone without good reason. It was a thoroughly good natured dog.

The summons was dismissed.

UM HO CUM TSO.

Mr. J. J. Spooner, Chief Excise Officer, charged Tai Loy with making an infernal noise outside his house at 5.30 a.m. The defendant was fined \$5.

DESERTION.

The Captain of the s.s. *Hin Sing* charged Osmund, a Manilaman, with deserting the ship. It was the second offence of the like nature and Osmund was sent to goal for 4 weeks.

DISORDERLY BEHAVIOUR.

George Pickup was charged with disorderly behaviour and assaulting the Police. He was fined \$5 in all.

A DESPERATE CHARACTER.

Wong Ching, a tall and powerfully built coolie, was charged with assaulting H. C. Holloway, of H.M.S. *Rambler*, and stealing a silver watch valued at \$25. The complainant being sworn said, last night about 11.30 p.m. he was walking down Queen's Road to the Canteen. He felt a man's hand round his back. He was put down on the ground and his watch taken from him. It was in his trousers pocket and was snatched from him. He was not exactly sober but could distinctly remember everything.

Kong Un, P.C. 282 said, about 11 p.m. last night he saw defendant knock the complainant down. The defendant then caught him by the neck. He saw him take the watch. He chased the defendant and caught him, when the defendant whipped out a knife and cut his (defendant's) queue off. He then blew his whistle.

The defendant was caught by a Sergeant and a Private of the R.W.F.

The prisoner was sentenced to six months' hard labour.

HUMAN RODENTS.

Under the above title M. Talamon (of Paris) has contributed to *La Medecine Moderne* an extremely interesting article. "We know nail-biters," he says, "whom M. Berillon proposes to name 'onychophagists,' and penholder-biters, for whom it has not yet been considered necessary to have recourse to a Greek name." These two species of rodents have been observed in large numbers among children of both sexes. M. Berillon has shown many of them in the schools of the city of Paris. He considers that the proportion of little Parisians who are in the habit of gnawing their nails or the ends of their penholders is 25 per cent. There are two distinct species, it appears; it is very rare to find those who bite their penholders biting their nails at the same time.

According to M. Talamon there are also gnawers of hair, who may be called "pillow-ers." The mania of this class may have more serious consequences than those produced by 'onychophagia.' Cases have been known where veritable tumors formed solely of the remains of hair, and masses of hair have been found in the gastric cavity of those addicted to the practice.

An Australian physician, Mr. Saw, has even published a record of a case of appendicitis observed by him in one of these hair gnawers. The appendix contained a calculus of the size of a pea. It was formed of concentric layers, the centre of which was occupied by a hair between four and five millimetres in length. This hair corresponded exactly in color and texture with the mustache of the patient. Under a microscope its identity was absolute. The patient, who was of a very nervous temperament, had acquired a habit of biting his mustache, especially when his mind was much occupied. Thus one of the hairs of his mustache had been swallowed, had found its way into the appendix and had become the centre of a calculus.

To these varieties of rodents M. Talamon adds another one—gnawers of thread. During his service at the Bichat hospital he noticed a girl whose profession was that of a milliner, who spent most of her time nibbling a woollen fichu. When he saw her first this fichu, which was knitted, had in it two large holes, with gnawed edges, as though it had been attacked by a band

COTTAM & CO. for RIDING WHIPS and LEATHER PUTTEE LEGGINGS.

of rats. The next day the two holes had broken into one, which was large enough to pass the head through. At the end of four or five days one-third of the fichu was devoured. Moreover the girl had told him what while in the country, last September, she had thus, in her spare moments, eaten an entire fichu in less than a month.

The habit of gnawing was formed by the girl when she was about 17 years of age in the workroom. She had constantly between her teeth ends of cotton which she first nibbled and then swallowed. When she had no cotton she gnawed her pocket handkerchief or her fichu. She must have cotton or some sort of stuff; it mattered little to her whether cotton or linen. Her stomach appeared to accommodate itself readily to this class of food. Nevertheless, at times, she threw up a large quantity of ends of cotton.

THE ONE WAY TO BRING ABOUT PEACE.

"P. S." SPEAKS.

"P. S." the anonymous Boer writer who whilst heaping abuse on Great Britain and all her ways, has had, through the medium of the English Press, some remarkably straight talks with his fellowcountrymen, has a noteworthy letter in the *Morning Post*. It is the last, he says, he will write on the subject, for he is anxious to proceed, at the earliest moment, to his beloved but almost ruined land.

There is but one way, he holds, to bring about peace and to effect a 'perfect' and permanent settlement of matters in South Africa.

Your policy must be changed altogether. For fifty years your Government have been composed of pigmy politicians utterly ignorant of statesmanship, whose only policy was to obtain a plurality of votes at the polls and retain votes in your Commons—mere pigmy politicians who would sacrifice all sound principles of good government of a vast world-empire in order to pander to the vanity and vices of the ignorant, drunken, lazy, improvident working-classes; to satisfy the sordid greed of your bloated mill-owners and manufacturers; and to gratify the wild whims of purulent Puritans, hysterical humanitarians, fanatical sectarians, and the Empire-destroying demands of rebel dynamitards. These pigmy politicians have made Great Britain to be considered as a gigantic weakness similar to China, not as a great Power similar to France, Russia, and Germany. The time has now come when you must decide to rule Africa with manly firmness or to surrender it firstly to internal anarchy and civil war, and eventually to the strenuous grasp of one of the virile Powers of Europe.

ABANDON CONCILIATION AND HANG REBELS.

This is the course he advises:—

1. Abandon all conciliation. Hamor and Shechem, remember, tried conciliation, and Simeon and Levi took advantage of it.

2. Proclaim that every man now in arms who does not surrender on or before the first day of September shall be outlawed and all his property confiscated.

3. That all persons who shall take up arms in any of the states or colonies after the date of the proclamation shall be sentenced to death by hanging, and all their property confiscated.

4. That the Constitution of the Cape Colony and Natal be abrogated and a new Constitution formulated by which the rights of citizenship shall be conferred on those only who take the oath of allegiance to the British Empire. Property, educational, and other qualifications for citizenship to be arranged to give the white race due control over the coloured races. Treason and rebellion on the part of citizens to be punishable by hanging and the confiscation of property.

5. All other unfranchised residents of the South African Colonies to be termed "subjects" of the British Empire unless registered as "subjects" of foreign Powers or "citizens" of the United States. (Note—If the British Empire is to be really consolidated for all time it is absolutely necessary to substitute the title "citizens" for the fully enfranchised men of Africa, Canada, Australia, Great Britain, &c., for the inferior and slave-like badge of "subjects.")

6. Do justice to the loyal Dutch and British population—to those who have been loyal and to those who prove their loyalty now—compensate them for their losses by the war on equitable terms, but do not treat your enemies better than your friends.

NO MORE "ACCUSED CLEMENCY."

Finally, he says:—

Let there be no more of your accused clemency, your murderous mercy to criminals which you have shown in deference to the disgusting, snivelling, cruel sentimentality of your sanctimonious and superstitious sectaries who are for ever canting about the sanctity of human life and the criminality of war. Had you summoned us to surrender after the capture of Komati Poort on pain of death by hanging and confiscation of our property, the war would have been ended and thousands of lives would have been saved, besides untold misery. You have permitted Cape Colony to be ravaged and my property destroyed by a set of murderers, thieves, and incendiaries, when you might easily have prevented it by hanging a few of these criminal lunatics who rebelled when all chance of success was hopeless. Had my advice, given on February 20 last, been acted on, all the forces of Bannerman, Labouchere, the *Daily News*, and the other members of the sanguinary Peace Party would have been totally unable to prolong the war beyond the end of April last. I can see clearly for myself that the intention of these conciliation-mongers, is, with Machiavellian duplicity and malignancy, to put off the conclusion of peace if possible until the Dutch are exterminated or until we be so weakened that we must be absorbed and assimilated, even as the English race has absorbed and assimilated the Germans and other races in America and Australia.

COTTAM & CO. for the LATEST SHAPES in SOFT FELT HATS.

Entertainment.

THEATRE ROYAL, CITY HALL.

TO-MORROW, 7TH SEPTEMBER.

GRAND BOXING CARNIVAL.

JACK MCMAULIFFE, Light-Weight Champion All-round Athlete of the World and Champion Boxer of India, and

JACK SLAVIN, Middle-Weight Champion of Australia, will give Grand Exhibitions of the Art of Boxing, assisted by Mr. W. S. BAILY and the leading LOCAL BOXERS.

JACK MCMAULIFFE, will also give an Exhibition of his WORLD-RENOUNDED AMERICAN AXE AND INDIAN TORCH CLUB SWINGING.

The whole forming an Entertainment never before witnessed in Hongkong.

PRICES.....\$5, \$3, \$2.

PLAN at ROBINSON PIANO CO. Military in Uniform Half-price to Back Seats only.

Doors open 8.30 P.M. Boxing at 9 P.M. sharp.

A Special Train will leave for the Peak after the Entertainment at 12 o'clock.

BRUCE GARDYNE, Business Manager, Hongkong, 4th September, 1901. [958c]

Insurances.

"L'UNION" FIRE INSURANCE COMPANY, LD. (Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates. Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent. Hongkong, 5th July, 1901. [712c]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First CLASS FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co. Hongkong, 24th May, 1896. [70c]

To be Let.

TO LET. NO. 1, STEWART TERRACE.—THE PEAK.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [709c]

TO LET. GODOWN—No 54, DUDELL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [822c]

TO LET. A HOUSE in RIFON TERRACE.

Apply to "THE RETREAT," MOUNT KELLET. THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [209c]

TO LET. NO. 3, ORMSBY TERRACE.—KOWLOON.

Apply to PUN HUNG, 85, Queen's Road Central. Hongkong, 17th July, 1901. [751c]

TO LET. POSSESSION from September, "THE CASTLE" on CASTLE ROAD.

Apply to No. 5, SEYMOUR TERRACE. Hongkong, 29th August, 1901. [910c]

TO LET. GODOWN—PRAYA, KENNEDY TOWN.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 4th September, 1901. [971c]

TO LET. NOS. 1 to 3, WILD DELL, WANCHAI ROAD.

Apply to SANG KEE, 298, Des Voeux Road Central. Hongkong, 5th September, 1901. [976c]

For Sale.

FOR SALE. RURAL BUILDING Lot No. 1, situated upon MOUNT GOUGH, THE PEAK, together with the Four Houses standing thereon. The owner is prepared to accept an offer for the whole Lot or to sell the houses separately, subject to the existing tenancies, any portion of the purchase money can remain on Mortgage at 8% per annum. For detailed Particulars, apply to DENNIS & BOWLEY, Solicitors, SUPREMACY COURT HOUSE. Hongkong, 24th August, 1901. [910c]

FOR SALE. SEVERAL MODERN BOOKS on Engineering Subjects. For List, apply "STEAM" C/o The Hongkong Telegraph. Hongkong, 10th August, 1901.

FOR SALE. CHEAP. A COTTAGE PIANO by BORD, of PARIS, Three years old, in Excellent Condition. For Price, &c., apply to THE ROBINSON PIANO CO. Hongkong, 27th May, 1901. [959c]

Intimations.

KRUSE & CO., CONNAUGHT HOUSE, HONGKONG.

CIGAR MERCHANTS AND TOBACCONISTS.

Fancy Goods of every description.

COLUMBIA BICYCLES.

SOLE AGENTS FOR Welsbach Incandescent Gasburners.

Hongkong, 2nd September, 1901. [934c]

WILLIAM POWELL, LIMITED.

TWO DAYS GREAT SALE, THURSDAY, 11TH SEPTEMBER AND THURSDAY, 12TH SEPTEMBER,

ALL SALE GOODS WILL BE OFFERED AT HALF PRICE.

REMNANTS, ODDMENTS, SOILED GOODS, must be cleared.

R. G. HECKFORD, Manager. [782c]

NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne

Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO. Hongkong, 29th July, 1901. [733c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1898. [21]

A. CHEE & Co.

17A, Queen's Road, Central. ESTABLISHED 1859.

FURNITURE DEALERS: IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

THE CANTON DISTRICT LOCAL NOTICE TO MARINERS, No. 59.

Discontinuance of HIGH ISLAND BARRIER LIGHTS.

NOTICE is hereby given that, HIGH ISLAND BARRIER having been removed, the RED and GREEN LIGHTS now indicating the passage through the Barrier will be discontinued on the 15th instant, and in their stead a GREEN LIGHT will be exhibited from a Beacon on the Northern Point of HIGH ISLAND.

The Beacon is a quadrangular open work structure of wood, 10 feet high, painted White. The distance from the Beacon to low water mark is 30 feet, and its base is 4 feet above high water mark.

L. A. BYWORTH, Harbour Master.

Approved, F. A. MORGAN, Commissioner of Customs.

Custom House, Canton, 1st September, 1901. [643c]

DROZ & Co., WATCH MANUFACTURERS, STAM FACTORY ESTABLISHED 1864, ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCH & CHRONOGRAPHS. TRADE MARKS: MAXIM, BERN, &c.

REPAIRS OF WATCHES and CLOCKS by competent European experts at Moderate Rate.

No. 19, QUEEN'S ROAD CENTRAL. Hongkong, 15th May, 1901. [526c]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 77 1/2 lbs. Net at Factory. \$3.50 per Bag of 250 lbs. SHEWAN TOMES & CO. General Managers. Hongkong, 1st June, 1901. [19c]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	10th September.
SHANGHAI	"SZEHOEN"	10th instant.
MANILA	"TAIYUAN"	10th instant.
SHANGHAI	"SUNGKANG"	13th instant.
ILOILO and CEBU	"WOSUNG"	13th instant.
YOKOHAMA	"KAIKONG"	14th instant.
CHINGTO	"CHINGTO"	15th instant.
TIENSIN	"KWEIYANG"	20th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th September, 1901.

OCEAN STEAMSHIP COMPANY, OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ULYSSES"	12th instant.
"	"AGAMEMNON"	19th instant.
"	"CALCHAS"	26th instant.
"	"NESTOR"	1st October.
"	"LAERTES"	9th October.
S.S. "PYRRHUS" from GLASGOW and LIVERPOOL has arrived, and will leave for SHANGHAI and JAPAN, TO-MORROW, the 7th instant.		
FOR	STEAMERS	TO SAIL
LONDON	"DOMENEUS"	17th instant.
"	"TYRUS"	1st October.
"	"PYRRHUS"	15th October.
"	"AGAMEMNON"	29th October.
"	"ORESTES"	15th instant.
"	"ULYSSES"	15th October.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 5th September, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR	STEAMERS	TO SAIL
FOR FOCHOW VIA SWATOW AND AMOY	"ANPING MARU"	10th September.
FOR MANILA (DIRECT)	"LOONGSANG"	10th September.

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 11th Sept., at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 6th September, 1901. [321c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

"CARINTHIA," Captain Marochino, will leave for the above Port, on THURSDAY, the 13th September, P.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.
Hongkong, 29th August, 1901. [934c]

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

"ATAKA," Captain Selby, will be despatched for the above Port, on or about the 13th instant.

To be followed by the S.S. "ANAPA," about 15th October, 1901.

For Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 3rd September, 1901. [1871c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Carlisle City, about Sept. 15.

Strathgyle, about Oct. 15.

THE Steamship

"CARLISLE CITY," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.
Hongkong, 15th August, 1901. [750c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUEME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"CHINA," Captain Leva, will be despatched as above on TUESDAY, the 17th September, P.M.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.
Hongkong, 28th August, 1901. [685c]

"GLEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GLENGYLE," Captain T. Darke, will be despatched for the above Port, on the 28th September, 1901.

For Freight or Passage, apply to MCGREGOR BROS. & GOW,
Hongkong, 28th August, 1901. [979c]

Shipping.

SAILING VESSEL.

FOR NEW YORK.
THE 3 1/2 A. I. American ship
"MANUEL LLAGUNO,"
will load during September and October, sailing about 25th October.
For Freight, apply to
SHEWAN, TOMES & CO.
Hongkong, 8th July, 1901. [747c]

Consignees.

FROM HAMBURG, BREMEN, ANTWERP, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"FREIBURG,"

Captain Proech, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 2nd September, 1901. [948c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,
Agents.

Hongkong, 3rd September, 1901. [4]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SATSUMA,"

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LIMITED,
Agents.

Hongkong, 5th September, 1901. [965c]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

S.S. "PREUSSEN,"

of the NORDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 10th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 10th instant, and THURSDAY, the 12th instant, at 9.30 A.M.

All Claims must reach us before the 10th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 4th September, 1901. [22]

Intimations.

WANTED

AN EXPERIENCED LADY-MANAGER

for CRAIGIEBURN HOTEL.

Apply by Letter, stating experience, and enclosing copies of Testimonials, &c., to

THE MANAGER,
CRAIGIEBURN HOTEL,
Hongkong, 8th August, 1901. [855c]

IMPERIAL BANK OF CHINA.

WANTED

AN EXPERIENCED MAN of business to

Act as COMPRODORE from next China New Year.

Full Particulars can be obtained on application to the Undersigned.

By Order of the Board of Directors,
E. W. RUTTER,
Manager.

Hongkong, 30th July, 1901. [812c]

WANTED.

AN Experienced CLERK for a GERMAN FIRM.

OUR FUTURE MOTHERS.

BY MRS. OSCAR BERINGER.

THE SUPERFLUOUS WOMAN.

This is a question of supreme and vital importance to the individual woman and the State. The superfluous woman is a quantity which even the most conservative myope amongst us can no longer deny. Her lamentable superfluity has been recognised, and in greater or lesser degree, according to the customs of the country to which she belongs, certain channels of employment have been opened to her. Public opinion allows her to live alone, without any imputation of malice prepense. Locomotion has been made cheap and easy for her. She is comfortably catered for at various tariffs, and sympathetically considered as a definite human unit. In fact, her economic importance is established. She is, moreover, a greatest advance of all of which we women have yet to learn how to avail ourselves fully—credited with the necessity for play, and without which Jenny infallibly becomes a very dull girl indeed. So far, so excellent. And it may be taken, as read that these excellent conditions have satisfactorily disposed of a decade of feminine superfluity.

FREE FROM DOMESTICITY.

We are now faced by the situation that we have taught and made it pleasant for a large body of women to lead a life entirely free from, and unhampered by, home ties. The superfluous woman, by force of her superfluity, knows as little of the endless and inevitable sacrifices as of the joys of the wife and mother. She is, in fact, if she is a successful superfluity, self-centred and self-sufficing, with a completeness neither attained nor sought after by her bachelor brother. The fact of her having remained superfluous demonstrates her lack of charm for, or her not having tried to attract, the strong half of the world, i.e., that she is primarily deficient in the qualities which eventually lead to the desire of a woman to have a child, the gift of the man she loves. These are the superfluous women.

MODERN MEN'S WOMEN.

We will now consider the women who are not superfluous, who attract, and also who are sought in union by man. We will first turn to that "woman's land," America, where the reproach of superfluity has never found entry, and whose manners and customs we are so freely adopting. No more pithy or striking definition of the American woman can be found than in Paul Bourget's, "Ouvre Mer." In addition to the keen observation of a professional analyst of women, we reap the advantage of the vivid impression produced upon a Frenchman by a freedom unknown to his unmarried countrymen. "Not a hotel, not a bank, not a public building where they do not go in and out as independently, as much a law to themselves as men can be," he exclaims, "and is evidently equally astounded at the habit of equality between the two sexes. He is so bold as to say when he talks of the woman's to-day as a 'living orchid,' an 'unexpected masterpiece of this civilisation' it is possible that there are men who could dispense with 'living orchids' like this in their 'button holes.' This woman of to-day can do without being loved. She has no need of being loved. What she symbolises is neither sensuality nor tenderness. She is like a living object of art, the latest fine work of human skill, attesting that the Yankee, but yesterday despairing, vanquished by the Old World, has been able to draw from this savage world, upon which fate has cast him, a wholly new civilisation, incarnated in this woman, her luxury, and her pride.

AMERICAN INFLUENCE.

It is undeniable that the whole face of society, and our daily lives, is becoming more and more Americanised hour by hour. Or shall we call it Enfranchised? Girls of the lower middle class, dismounted from their "bykes," chat at street corners of the "lovely time" they've had. Girls of the upper middle class compare their "lovely times" at the Carlton, Prince's, Claridge's, and Ranelagh. Modern womanhood demands her "lovely times" as her right, a priori, of existence, and if she can't command them she takes the next best substitute—work, in whatever groove her inclination and ability may lead her. Her ego is complete "a whole little universe," and her physique is excellent, thanks to the improved physiological and hygienic knowledge of the generation of women who preceded her. She never looks back, like the old maid in the early forties of the last century. "My dear, we should get on splendidly if there were no men and babies in the world." Modern woman does get on splendidly—without them.

HOW ABOUT THE WOMEN TO COME?

I have now broadly indicated the conditions of the superfluous and the appropriated women, and the most inveterate grumbler can hardly boast a grievance on their behalf. But how are we to account for the steady and alarming decrease in the birthrate throughout England and her possessions? As a matter of statistics it is at present lower than that in France, according to recent takings. What is the reason of this decline? Do we marry late? Or, having married, does inevitable evolution step in, render her barren because we have directed all the strength and all the power of our natures to self-development and self-cultivation, mental and physical? Has our altitude into the ranks with men in the daily, hourly struggle for life absorbed all our energies, sapped our vitality, and atrophied the "mother" side of us? Has the encouraged, unrestrained, and frank cultivation of the inner and outer ego of modern womanhood resulted in indifference to a tie which ties only at the heart strings, and demands the immolation sacrifice of self on an altar whose fires must be fed from within? Have our strenuous endeavours to exist resulted in a material diminution and diverting of the maternal instinct?—*Free Lancer*

MATRIMONIAL ENTERPRISE.

AMERICAN MARRIAGE BROKER IN LONDON.

The American Colony in London, which increases by hundreds annually, is deeply interested at present in the latest form of American enterprise now beginning operations in London. According to a home paper, this is the establishment of a matrimonial agency for the purpose of bringing poor titled young gentlemen, members of the English aristocracy, into the society of rich young American ladies, who, having no need to marry for money, would vastly prefer to "love a lord" and marry him. So strong has this ambition become among American heiresses that a well-known New York marriage broker has taken a suite of rooms in a West-end hotel so as to be on the spot for matrimonial business. He is confident that Anglo-American nuptial alliance can be most expeditiously arranged through his instrumentality. Discussing the matter with a representative of the press the marriage broker was very candid, claiming that his vocation was alike legitimate and acceptable to eligible parties on either side the Atlantic. Nor would he confine his operations to Great Britain. He would go as far into all countries that boast an aristocracy of title, though naturally paying most attention to the English peerage.

There was, he said, nothing more patent to his firm than that poor peers are willing to marry wealthy Yankee girls of good family. It was equally certain that thousands of heiresses in the States are dreaming night and day of winning titles for themselves. In these circumstances everything ought to be done to bring the young people together. It would even serve a high political purpose, binding together, by family ties the aristocracy of the dollar and the aristocracy of blood. But, as the American matchmaker pointed out, it is a very delicate undertaking, and must be conducted with the utmost tact, and in the utmost privacy. His method could not be divulged farther than to say that "it is all quite easy when you know the way." Ocean or Mediterranean voyages offer the ideal opportunities. No place like the deck of a ship for facilitating engagements.

Both parties to a successful match will pay the negotiator a commission—the husband in proportion to the income brought to him, and the wife a fixed rate for the title she acquires.

THE "HUMAN OSTRICH."

One of the most remarkable operations for the removal of foreign bodies from the stomach was recently performed at the Rebecca Hospital in St. Louis. Only fifty-eight cases in a period of 185 years are on record as having been operated on. Most of these have been lunatics, *fakers*, and professionals who swallowed the objects for money. The long continued presence of foreign articles in the stomach by their weight, size and form produces hindrances of nutrition, inflammation and other serious symptoms, eventually ending in exhaustion and death. The case in question was that of a showman, aged twenty-two who termed himself the "Human Ostrich." He had followed the business of swallowing glass, metals and other objects at private and public exhibitions for a number of years. The accumulation of these bodies finally produced acute pains, which caused the patient to present himself at the hospital for relief. The question as to whether the articles were in the stomach or had shifted elsewhere being a very important one from an operative standpoint, it was decided to determine their exact locations by means of the X-rays. A "shadowgraph" was, therefore, made, by which a dark spot some five to six inches in diameter was clearly outlined in the stomach. Having located the mass, the operation was proceeded with. The following articles were taken out: Thirty-seven one and two-inch wire fence nails, twenty-seven barbed wire fence staples, twenty-one 0.32 and 0.38 calibre cartridges, two pocket-knife blades, fifteen one and two-inch screws, six two-inch horseshoe nails, fifty-one wire nails, one half to two inches long, a piece of chain eight inches in length, besides pieces of glass and broken lamp chimneys. The whole mass weighed over two pounds, and is said to be the greatest amount of foreign objects ever taken from the stomach of a living person. The time of the operation was one hour. The man recovered in a few days, and whether he resumed his dangerous swallowing feats is not known.

GRANDE CHARTREUSE.

The Grande Chartreuse, I read, says the writer of "Asterisks" in a recent *Pall Mall*, has sold the right of purveying its famous liqueurs to a syndicate. Hitherto a lay brother has been at the head of this business. Until comparatively recent times, the signature of the Rev. Pere Garnier on the label was the guarantee the purchaser required of the authenticity of the contents of the flask which the gastronome likes to find convenient at his elbow at the coffee and cigarette stage of his repast. Pere Garnier was an extremely shrewd man of business, and more than one lawsuit bears evidence to the care with which he watched over the financial interests of his society, and the praiseworthy promptness he evinced in coming down upon the falsifier and the forger. When he died, not many years ago, his place was difficult to fill. Hence, perhaps, the present arrangement. Something of the kind had already been under consideration. I hear the price the Chartreuse asked is put at eighty millions of francs. There are four varieties of the liqueur, though two only are familiar. There is the Elixir, which was once to be bought on the spot in wood-cased bottles at the equivalent of four and nine. There is the Liqueur Verte, in the pint and a half bottle, the local charge for which was three and eight, and the charge in London, say, four

times that figure. There is the Liqueur Jaune, less potent, which has cost me two and six in the regulation flask, in the Chartreuse lodge. And there is the Liqueur Blanche, otherwise the "Balm of the Chartreuse," which used to be locally retailed at the same price as the Liqueur Verte. Some fifty plants, seeds, and flowers, you are to understand, go to the compilation of these delectable drinks, the chief being the first shoots of the pine, mountain-pink, mint, balm, thyme, angelica—and wormwood. There is, in fact, a good deal more absolute in green Chartreuse than is commonly supposed.

SERIOUS CHARGES AGAINST FRENCH QUARANTINE AUTHORITIES.

The *Daily Mail's* correspondent at Marseilles, writing on the 18th ult., says—The passengers from the *Laos*, who have been in quarantine at Frioul for eleven days, were set free this morning, and arrived at the Quai Joliette at seven. They numbered 317, including 100 soldiers. Among the passengers were several English people, who by universal consent behaved admirably.

One of the quarantined Englishmen said that the anti-plague serum only lasted until the fifth day. The living arrangements for the passengers, both first and second class, at Frioul were deplorable. The whole place was disgustingly dirty, and the mattresses and beds unspeakably filthy. The attendance was utterly inadequate. The accommodation was so inadequate that a shameful struggle ensued at the landing. The strongest got the best rooms, and women and children had to go without. One old woman had to serve the occupants of twenty-four rooms. There was no drinkable water, and everything was terribly dear. The sanitary officers arrived on Tuesday, forty-eight hours after the *Laos* passengers had been landed. There were absolutely no amusements, and the food was distinctly bad.

Colonel Goosselin, who commanded the French troops on the *Laos*, has written to the Minister of Marine protesting against the defective organisation at Frioul, and the British victims also openly uttered strong protests and complaints against their treatment. Many of the passengers who arrived at Frioul in good health left the island to-day physically much the worse for their experiences. When the boat was taking off the passengers this morning a large consignment of medicine, toilet requisites and mineral waters, which would have been invaluable a week ago, were sent off from shore.

One of the Marseilles deputies has threatened to bring the matter before Parliament when it reassembles.

Shipping.

Arrivals.

PYRRHUS, British steamer, 2,232, J. W. Walker, 5th Sept.—Singapore 31st Aug., General.—Butterfield & Swire.
HANOI, French steamer, 768, P. Merlees, 6th Sept.—Haiphong and Hoihow 4th Sept., General.—A. R. Marty.
BERNHOFF, British steamer, 1,035, A. Wallace, 6th Sept.—London 23rd July, and Singapore 31st Aug., General.—Gibbs, Livingston & Co.
WING SANG, British steamer, 1,517, T. H. Sellar, 6th Sept.—Canton 5th Sept., General.—Jardine, Matheson & Co.
KWANG LEE, British steamer, 1,467, R. Lincoln, 6th Sept.—Canton 5th Sept., General.—C. M. S. N. Co.
CANTON, British steamer, 2,164, C. F. Lockstone, R.N.R., 6th Sept.—London 27th July, and Singapore 31st Aug., General.—P. & O. S. N. Co.
DAIGI MARU, Japanese steamer, 980, Kitano, 5th Sept.—Tamsui via Amoy and Swatow 4th Sept., General.—Mitsui Bussan Kaisha.
PHRA CHOM KLAO, German steamer, 1,012, J. A. Morris, 6th Sept.—Bangkok 31st Aug., Rice and Meal.—Melchers & Co.
MACHEW, German steamer, 995, G. Wadig, 6th Sept.—Swatow 5th Sept., Rice and General.—Melchers & Co.

Clearances at the Harbour Office.

Patna, Danish str., for Bangkok.
Progress, German str., for Tourn.
Kongnam, British str., for Canton.
Pakhan, British str., for Amoy.
Wingsang, British str., for Swatow.
Pyrrhus, British str., for Shanghai.
Hinsang, British str., for Singapore.
La Rhone, French str., for Canton.
Yut Tung, Chinese steam-launch, for Wuchow.
Fochow, British str., for Tientsin.

Departures.

Sept. 6, *Bingo Maru*, Japanese str., for Spore.
Sept. 6, *Daybreak*, British str., for Ningpo.
Sept. 6, *Hinda*, British transport, for Calcutta.
Sept. 6, *Sithonia*, German str., for Calcutta.
Sept. 6, *Hinsang*, British str., for Singapore.
Sept. 6, *Fochow*, British str., for Tientsin.
Sept. 6, *Talchong*, German str., for Fochow.
Sept. 6, *Frisland*, British gunboat, for Canton.

Passengers—Arrived.

Per *Canton*, from Singapore—Major Bryan, Lieut. Dickson, and 179 Chinese.
Per *Macheu*, from Swatow—1 European and 350 Chinese.
Per *Phra Chom Kiao*, from Bangkok—30 Chinese.

Departed.

Per *Bingo Maru*, for London via Ponte-Comdr. M. Oshima, Count Y. Yamashita, Rev. Dr. Euring, Chief-Engr. S. Ikeda, Mr. and Mrs. R. Wamke, Mr. and Mrs. C. Birch and children, Mr. K. Kawamura, Capt. T. Kishara, Dr. J. Otori, Dr. T. Kinura, Dr. J. Kishida

VESSELS IN PORT.

Steamers.

BANCA, British steamer, 5,995, P. Martin, R.N.R., 5th Sept.—Foonchow 3rd Sept. General.—P. & O. S. N. Co.
 BISAGNO, Italian steamer, 1,901, P. Brusca, Pietro, 4th Sept.—Singapore 29th Aug. General.—Carlini & Co.
 CLAM, British steamer, 2,310, J. Evans, 1st Sept.—Singapore 24th Aug. Bulk Oil. Arnold, Karlsruhe & Co.
 CORPUS, British steamer, 2,744, J. H. Rinder, R.N.R., 30th Aug.—San Francisco 2nd Aug. Honolulu 9th, Yokohama 22nd, Kobe 23rd, Nagasaki 25th, and Shanghai (Wooching) 28th, Mails and General.—O. & O. S. S. Co.
 DUKE OF FIFE, British steamer, 3,721, J. S. Cox, 3rd Sept.—Yacoma via Ports 3rd July, General.—Doddwell & Co., Ltd.
 ELCAHO, American steamer, 501, R. de Albenage, 3rd Sept.—Manila 31st August, Ballast.—Brand & Co.
 FAUSANG, British steamer, 1,415, T. A. Mitchell, 2nd Sept.—Java 2nd Aug. Sugar.—Jardine, Matheson & Co.
 GLENNY, British steamer, 3,141, Forbes Selby, 1st Aug.—Olam 30 23rd Aug. Coal.—McGregor Bro. & Co.
 HAILAN, French steamer, 377, Andersen, 5th Sept.—Pakhoi and Hothow 4th Sept. General.—A. R. Mary.
 HONG WAN, British steamer, 1,806, Pentney, 3rd Sept.—Singapore 28th Aug. General.—Chinese.
 INDRAVELLI, British steamer, 3,206, McGrath, 3rd Sept.—Mojji 29th Aug. General.—E. A. Trading Co.
 KATSUYAMA MARU, Japanese steamer, 405, Hayashi, 27th Aug.—Canton 27th Aug. General.—Chinese.
 KUTSANG, British steamer, 1,495, T. W. Selby, 31st Aug.—Java 20th August, Sugar.—Jardine, Matheson & Co.
 LAI SANG, British steamer, 2,224, G. Payne, 20th Aug.—Mojji 23rd August, Coal.—Jardine, Matheson & Co.
 LOONGSANG, British steamer, 1,092, G. S. Weigull, 3rd Sept.—Manila 31st August, Ballast.—Jardine, Matheson & Co.
 LOVAL, German steamer, 1,006, Weichelt, 3rd Sept.—Sourabaya 24th August, Sugar.—Siemssen & Co.
 MARA KOLU, German steamer, 1,050, G. Kraef, 3rd Sept.—Mojji 29th August, Coal.—E. A. Trading Co.
 NANSHAN, British steamer, 1,299, Allan Jones, 1st Sept.—Bangkok 26th August, Rice.—Bradley & Co.
 PAKSIAM, British steamer, 1,235, F. E. Ferris, 1st Sept.—Sagun 27th Aug. Rice and Flour.—Bradley & Co.
 PROGRESS, German steamer, 587, H. Meyer, 3rd Sept.—Touren 1st Sept. General.—Siemssen & Co.
 ROBERT DICKINSON, British steamer, 1,331, McDonnell, 29th Aug.—Peanang 19th Aug. Bulk Oil.—Arnold, Karlsruhe & Co.
 SANDAKAN, German steamer, 1,374, Brandketter, 29th Aug.—Sandakan 24th Aug. Timber.—Melchers & Co.
 SATSUMA, British steamer, 4,100, McIntosh, 3rd Sept.—New York 17th June, and Manila 31st Aug. General.—Doddwell & Co., Ltd.
 TAIYUAN, British steamer, 1,429, Dawson, 1st Sept.—Sydney 10th Aug. General.—Butterfield & Swire.
 TELEMACHUS, British steamer, 1,379, J. Williams, 4th Sept.—Sagun 30th August, Rice.—Chinese.
 TRONIA, British steamer, 1,069, Powell, 20th Aug.—Shanghai 10th Aug. Kerosine.—Arnold, Karlsruhe & Co.
 VICTORIA, American steamer, 2,112, J. Pantan, 1st Aug.—Tacoma, U.S.A. 4th July, General.—Doddwell & Co., Ltd.

Sailing Vessels.

BRIZEUX, French ship, 1,400, Gonrio, 7th Aug.—Cardiff 17th April, Coal.—Order.
 CELESTE BURLILL, British ship, 1,764, C. A. Trellay, 29th May.—Manila 9th May, Ballast.—Order.
 GEO. VAINTINE, French bark, 766, Harbert, 23rd Aug.—Haiphong 15th Aug. Ballast.—Order.
 I. F. CHAPMAN, American ship, 2,013, Chapman, 10th Aug.—Kobe 19th July, General.—Arnold, Karlsruhe & Co.
 LAUNHERGA, American bark 906, McDougall, 14th Aug.—Cebu 6th Aug. Ballast.—Master.
 L. SCHEPP, American ship, 1,673, Kendall, 5th July.—Manila 25th June, Ballast.—Carl-Lowitz & Co.
 MANUEL LLACUNO, American ship, 1,050, Nichols, 29th June.—New York 3rd Mar. Kerosine Oil.—Standard Oil Co.
 MARECHAL DE VILLARD, French bark, 1,171, Rionat, 31st May.—Cardiff 4th Jan. Coals.—E. A. Trading Co.
 SEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb. Ballast.—Master.
 SUSOYANNA, American ship, 2,590, M. T. Bailey, 24th July.—Manila 17th July, Ballast.—Siemssen & Co.
 VALE OF DOON, British bark, 672, Peterson, 31st Aug.—from Nar Yun, Wood.—Sander, Wieler & Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, September 6th, 1901.
 Alacrity, dispatch-vessel, 1,700 tons, 10 guns, 2,000 h.p., Comdr. G. G. F. M. Craddock, Shanghai.
 Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, Shanghai.
 Arctura, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Starlin, Woosung.
 Argonaut, 1st-class cruiser, 10,000 tons, 16 guns, 10 guns, Capt. G. H. Cherry, R.N., Shanghai.
 Ariva, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.
 Aurora, 1st-class cruiser, 5,600 tons, 8,500 h.p., 12 guns, Capt. E. H. Kelly, C.B. Foonchow.
 Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain G. J. S. Warden, Nagasaki.
 Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 11,411 h.p., Capt. Henderson, C.M.G., Woosung.
 Bramble, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.
 Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 h.p., Commander Sir Bouchier Wey, Bart, Singapore.
 Britomart, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. Comdr. E. A. Baird, Foonchow.
 Dolphin, sloop, 1,120 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Fakenham, Japan.
 Dido, 2nd-class cruiser, 2,600 tons, 11 guns, 5,600 h.p., Capt. Tillyard, Hongkong.
 Edith, 1st-class cruiser, 5,600 tons, 11 guns, 13,163 h.p., Captain Sloper, Amoy.
 Endymion, 1st-class cruiser, 7,350 tons, 12 guns, 11,411 h.p., 12 guns, Capt. A. W. Paget, Wuhu.
 Eux, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. F. Blunt, Chinkiang.
 Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.

Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 150 h.p., Hongkong.

Glory, 1st-class battleship, 12,500 tons, 16 guns, 13,500 h.p., Capt. Corcor, Weihai-wei.
 Goliath, 1st-class battleship, 12,500 tons, 16 guns, 13,500 h.p., Capt. L. Wint, Shanghai.
 Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.
 Harrier, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. G. C. Hardy.
 Humbly, storeship, 1,640 tons, 800 h.p., Com. H. J. Davidson, Shanghai.
 Isis, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, Hongkong.
 Juno, torpedo-boat destroyer, 260 tons, 6 guns, 3,900 h.p., in reserve.
 Linnah, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, Singapore.
 Lisard, 1st-class gunboat, 715 tons, 6 guns, 870 h.p., Lieut. Comdr. J. C. Watson, Singapore.
 Ocean, 1st-class battleship, 12,500 tons, 13,500 h.p., 16 guns, Hon. A. G. Curzon Howe, C.M.G., A.D.C., Woosung.
 Orland, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Shanghai.
 Oiler, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 h.p., Lieut. and Comdr. C. P. Mansel, Shanghai.
 Phoenix, sloop, 1,600 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Canton.
 Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Capt. Oldham, Canton.
 Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.
 Plover, 1st class gunboat, 455 tons, 6 guns, 1,200 h.p., Lieut. Comdr. C. V. de M. Comp, Shanghai.
 Rammer, surveying-ship, 583 tons, 650 h.p., Capt. Morris H. Smyth, Hongkong.
 Redpoll, 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., Lieut. Comdr. C. F. Corbett, Shanghai.
 Robin river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. G. G. Webster, West River.
 Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Com. C. Hamilton, Singapore.
 Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Capt. West River.
 Snipe, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. and Commander Oldham, Yangtze.
 Swift, 2nd-class gunboat, 750 tons, 6 guns, 870 h.p., in reserve Hongkong.
 Taku, torpedo-boat destroyer, 250 tons, Lieut. Comdr. C. P. Beny-Powall, Hongkong.
 Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. F. G. Stoford, Hongkong.
 Tanager, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
 Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Weihai-wei.
 Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.
 Waterwitch, surveying-ship, 620 tons, 450 h.p., Lieut. Comdr. Lyne, Weihai-wei.
 Whiting, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Mackenzie, D.S.O., Shanghai.
 Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.
 Woodcock, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. Watson, Kinkiang.
 Woodlark, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. H. E. Hillman, Yangtze.
 Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
 Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
 Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Vserolovsky, at Tientsin.
 Aleout, Russian gunboat, 80 tons, 8 guns, 1,200 h.p., Captain Elitskiy, at Nagasaki.
 Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki.
 Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.
 Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbrennikoff, at Taku.
 Gremiatichy, Russian armoured cruiser, 4,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.
 Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Shinnat, at Taku.
 Mandjour, Russian cruiser, 1,215 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.
 Navarin, Russian battleship, 10,000 tons, 12 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
 Naryednik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
 Olvachy, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Shanghai.
 Petropavlovsk, Russian battleship, 12,000 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
 Poltava, Russian battleship, 10,960 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
 Rostia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojoff, at Nagasaki.
 Rodnyak, Russian cruiser, 1,330 tons, 1,786 h.p., 14 guns, Capt. Komarov, at Singapore.
 Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Hnup, at Port Arthur.
 Sevastopol, Russian battleship, 10,900 tons, 13,600 h.p., 16 guns, Capt. Melusky, at Nagasaki.
 Sitach, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baronoff, at Nagasaki.
 Sissot Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Molias, at Taku.
 Sivuch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubaikin, at Nagasaki.

Swadborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 1 torp. tubes 280 h.p., speed 10.7 knots.
 Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.
 Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.
 Vozdrik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Roktela, at Taku.
 Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkriff, at Nagasaki.

(1st and 2nd class).
 Dolphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.
 Ford, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
 Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
 Kasatka, Russian torpedo boat, 350 tons, Capt. Mouraviev, at Shanghai.
 Kiti, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai.
 Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 19 knots.
 Novorossiisk, Russian torpedo boat, 87 tons, 4 guns, 2,200 h.p., 22 knots.
 Podaravnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
 Sisk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
 Skat, Russian torpedo boat, 350 tons, Captain Smirnov, at Shanghai.
 Skorpion, Russian torpedo boat, 23 tons, 1 gun, 120 h.p., 10 knots.
 Spitchina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
 Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
 Sterlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
 Strazna, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
 Sangari, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.
 (SEA GOING).
 Barga, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp. tubes 1,100 h.p., speed 12 knots.
 Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp. tubes 780 h.p., speed 22 knots.
 Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
 Flagship of Vice-Admiral Alexieff.
 Flagship of Rear-Admiral F. V. Dubosoff.
 Flagship of Rear-Admiral Resnoff.

THE GERMAN SQUADRON.
 Bustard, German cruiser, 1,600 tons, 8 guns, Comdr. von Basewitz, at Shanghai.
 Furst Bismarck, German flagship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku.
 Gafon, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Kollmann, at Amoy.
 Geter, German cruiser, 1,600 tons, 8 guns, Capt. Bauer, at Shanghai.
 Hansa, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.
 Heila, German dispatch-vessel, 2,000 tons, 12 guns, Capt. Rampold, at Woosung.
 Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Uesedom, at Shanghai.
 Illia, German gunboat, 900 tons, 10 guns, Lieut. Comdr. Schamer, at Canton.
 Irene, German cruiser, 4,200 tons, 8 guns, 2,050 h.p., Capt. Stein, at Nagasaki.
 Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foonchow.
 Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gullich, at Amoy.
 Kurfurst Friedrich Wilhelm, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorf, at Woosung.
 Luchs, German gunboat, 85 tons, 10 guns, Comdr. Daehnhardt, at Shanghai.
 Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
 Seadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
 Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstadt, at Shanghai.
 Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.
 Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.
 K. F. Wilhelm, German battleship, at Nagasaki.
 No. 90, German torpedo-boat, 330 tons, Capt. Hoepfner, at Shanghai.
 No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.
 No. 92, German torpedo-boat, 320 tons, Capt. Fluhrich, at Shanghai.
 Flagship of His Excellency Vice-Admiral Bendemann.
 Flagship of Rear-Admiral Geiseler.
 Flagship of Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut. Comdr. Belloy, at Nagasaki.
 Amiral Charner, 2nd-class cruiser, 4,700 tons, Capt. Bache, at Taku.
 Bengali, and class dispatch-boat, Lt. Comdr. De La Croix de Castries, at Nagasaki.
 Eugene, 2nd-class cruiser, 4,009 tons, 16 guns, 9,000 h.p., Capt. Devere, at Shanghai.
 Chateaufort, 2nd-class cruiser, 4,000 tons, 16 guns, 9,000 h.p., 18 guns, Capt. Espinay, at Taku.
 Luc, gunboat, 600 tons, Capt. Lohel, at Taku.
 Decider, gunboat, 690 tons, Capt. Maresbette, at Taku.
 D'Entrecasteaux, 1st class cruiser, 8,100 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Taku.
 Desbarres, and class protected cruiser, 4,000 tons, 36 guns 631 h.p., Captain Sauline, at Shanghai.
 Eure, Dispatch-transport, Capt. Vallée, at Saigon.
 Friant, gunboat, 693 tons, Capt. Adam, at Japan.
 Guichen, 1st-class cruiser, 9,000 tons, Capt. Perem, at Shanghai.
 Jean Bar, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Taku.
 Kersaint, 2nd class cruiser, 1,300 tons, 13 guns, 220 h.p., Capt. de la Motte du Portail, at Saigon.
 Lion, gunboat, 500 tons, 8 guns, 376 h.p., Capt. Frost, at Taku.
 Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Motet, at Shanghai.
 Styr, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.
 Surprise, gunboat, 700 tons, 10 guns, 800 h.p., Capt. Morinet, at Shanghai.
 Ville D'Alger, monitor, 944 tons, Captain Bonnessaur, at Hongkong.
 Viper, gunboat, 400 tons, Captain G. del Villeneuve, at Foonchow.
 Flagship of Vice-Admiral Courtejoles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
 Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.
 Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. G. M. Thomas, Shanghai.
 Callao, U.S. gunboat, 137 tons, 4 guns, 11 h.p., Lieut. Comdr. G. R. Bradford, at Manila.

Castine, U.S. gunboat, 1,350 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.
 Celler, U.S. supply ship, 6,425 tons, 1,890 h.p., Comdr. C. P. Fors, at Manila.
 Conrad U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
 Cyclops, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
 Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Newman, at Hongkong.
 Glacier, U.S. supply-ship, Lieut. Comdr. A. Mertz, at Manila.
 Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
 Iris, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.
 Isla de Luzon, U.S. gunboat, 1,350, Comdr. J. B. Blocker, at Manila.
 Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.
 Manila, U.S. gunboat, 1,057 tons, 4 guns, 750 h.p., Lieut. Comdr. A. P. Nazzo, at Manila.
 Marietta, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. E. H. Green, at Canton.
 Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Fareholt, at Shanghai.
 Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.
 Monterey, U.S. double-turret monitor, 4,093 tons, 4 guns, 3,244 h.p., Comdr. G. W. Pigman, at Canton.
 Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.
 New York, U.S. cruiser, 4,083 tons, Capt. J. McCollum, at Manila.
 Oregon, 1st-class U.S. battleship, 10,280 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Woosung.
 Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Corwell, at Manila.
 Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Harry Knox, at Shanghai.
 Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.
 Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.
 Wilmington, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Amoy.
 Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Speery, at Manila.
 Yosemite, U.S. converted cruiser, 6,179 tons, 19 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.
 Zafro, U.S. dispatch-vessel, 675 tons, Capt. J. L. Purcell, U.S.N., at Hongkong.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capt. C. Cantelli, Shanghai.
 Elba, Italian cruiser, 2,720 tons, Capt. Ceconi, Taku.
 Fiumana, Italian cruiser, Capt. Carlo Negri, Shanghai.
 Stromboli, Italian cruiser, 4,033 tons, Captain Ceconi, Hongkong.
 Vesuvio, Italian cruiser, 4,500 tons, 14 guns, 6,200 h.p., Capt. Zezi, at Shanghai.
 Vettor Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

JAPANESE MEN-OF-WAR.

Battleships.
 Asahi, 1st class, 15,200 tons, 15,000 h.p., 18 guns, Captain S. Misu, at Japan.
 Yamashiro, 1st class, 12,400 tons, 38 guns, 14,000 h.p., at Kure.
 Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Taku.
 Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.
 Coast Defence Ships.
 Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Saseho.
 Itsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.
 Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.
 Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, at Japan.
 Hiyei, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tani, at Japan.
 Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.

Cruisers.
 Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Saseho.
 Chiosse, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.
 Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure.
 Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Shanghai.
 Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.
 Takachio, protected cruiser, 1st class, 3,700 tons, 24 guns, 7,120 h.p., at Keelung.
 Chidaro, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure.
 Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka.
 Suma, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, 24 guns, 8,500 h.p., at Japan.
 Isumi, protected cruiser, 1st class, 3,500 tons, 20 guns, 6,080 h.p., Capt. Wania, at Japan.
 Sai-yen, protected cruiser, 1st class, 3,300 tons, 15 guns, 2,800 h.p., at Yokosuka.
 Akitsushima, protected cruiser, 1st class, a Manila.
 Miyako, 2nd class, 1,800 tons, 34 guns, 5,000 h.p., at Taku.
 Takao, 2nd class, 1,760 tons, 15 guns, 2,400 h.p., Capt. Matsuide, at Japan.
 Yeyama, 3rd class, 1,600 tons, K. Matsumoto, 10 guns, 5,630 h.p., at Japan.
 Takushiki, 3rd class, 1,300 tons, Capt. S. Masui, 12 guns, 2,887 h.p., at Japan.
 Otagi, cruiser, at Taku.
 Sayanami, torpedo-boat destroyer, 395 tons, Capt. J. Takenonchi, at Japan.

Sloops and Corvettes.
 Musashi, 1,490 tons, 10 guns, 1,600 h.p., at Yokosuka.
 Katsuragi, 1,480 tons, 10 guns, 1,600 h.p., at Saseho.
 Yamato, 1,480 tons, 10 guns, 1,600 h.p., at Chemulpo.
 Tenryu, 1,550 tons, 10 guns, 1,165 h.p., at Fusan.
 Katsun, 1,360 tons, 10 guns, 1,125 h.p., at Saseho.
 Amagi, 1,030 tons, 13 guns, 720 h.p., at Yokosuka.
 Gun-boats.
 Oshima, 640 tons, 10 guns, 1,200 h.p., at Saseho.
 Akegi, 620 tons, 10 guns, 700 h.p., at Shanghai.
 Akegi, 620 tons, 10 guns, 700 h.p., at Kure.
 Chidaro, 620 tons, 10 guns, 700 h.p., at Taku.
 Soko, 550 tons, 4 guns, 400 h.p., at Saseho.
 Chidaro, 500 tons, 6 guns, 400 h.p., at Yokosuka.
 Chidaro, 490 tons, 5 guns, 472 h.p.
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Torpedo-gunboat.
 Takata, 875 tons, 6 guns, 5 torp. tubes, 5,500 h.p., at Yokosuka.
 Torpedo-boats.
 Murakumo, 279 tons, at Kure.
 Yagiri, 279 tons, at Tachikawa.

Shirakubi, 279 tons, at Kobe.
 Ikuschi, torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, at Yokosuka.
 Kagero, torpedo-boat destroyer, 297 tons, Comdr. Iwamura, at Japan.
 Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.
 Shirakubi, torpedo-boat, 278 tons, Comdr. Kosoma, at Japan.
 Akebono, torpedo-boat destroyer, 310 tons, Lieut. Comdr. H. Kawase, Japan.
 Oboro, torpedo-catcher, 318 tons, Capt. Canada, at Japan.
 14 boats (Cruiser), 56 tons, 2 torpedo-tubes, 525 h.p.
 7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.
 1 boat (Normand), 75 tons, 2 torpedo-tubes, 1,300 h.p.
 2 boats (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.
 4 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.
 10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Misoallanbons.
 Tokiwa, at Yokosuka.
 Fuso, at Kure.
 Naniwa, at Yokosuka.
 Rinjo, armoured cruiser, 2,530 tons, 10 guns, 800 h.p.
 (used as gunnery training ship.)
 Kanjin, sailing-ship, 877 tons, 6 guns.
 (used as training ship.)
 Injiu, sailing-ship, 877 tons, 6 guns.
 (used as training ship.)
 Tsukuba, wooden screw steamer, 1,989 tons, 10 guns, 520 h.p., at Edajima.
 (used as training ship.)
 Asama, sailing corvette,